

AN INTERESTING DISCRIMINATION.—We have before us a

"Tariff of Commissions and Charges, at Wilmington, N. C.,

adopted by the Wilmington Chamber of Commerce, to go in-

to effect on and after the 1st day of July, 1853, in which we

are sorry to see the following items:

"On receiving and forwarding goods, by River, on amount

disbursed, 20 per cent.

"On receiving and forwarding goods, by Rail Road, on

amount disbursed, 12 1/2 per cent."

This discrimination against the trade by the River, does

not appear to our merchants to be just. They can see no

good reason for it, but on the contrary they assure us that

the trouble of shipping by the Rail Road, taking receipts,

&c. is decidedly greater than in shipping by the River. Why

impose a heavier tax on that which is less laborious? The

Circular is signed by forty-two of the most respectable

firms in Wilmington, who have either acted hastily in the

matter, or may be able to give some satisfactory explanation

of that which now appears in a most ungracious light to their

neighbors. We shall be glad to see the matter explained;

but still more to see the discrimination abolished.

We take the above from the Fayetteville Observer

of the 6th inst. We have no idea that either the Ob-

server, or the merchants of Fayetteville, have any

wish to find fault unnecessarily; although we think

that a little reflection will convince them that there

is, in fact, no discrimination against the trade by

the river, but the reverse; and that there is good

reason for the difference in the per centage.

The rate charged on receiving and forwarding

goods by the river is 20 per cent. on the amount dis-

bursed. This amount, upon which such per centage

is charged, is simply the ocean freight—a compara-

tively insignificant item; the river freight being col-

lected at Fayetteville. The rate charged on receiv-

ing and forwarding goods by railroad is 12 1/2 per cent.

on the amount disbursed; and this amount includes

the freight on the railroad as well as the ocean

freight—all of which is payable here.

In this way, it comes to pass, that the amount dis-

bursed here, and upon which commissions are charged

for receiving and forwarding goods by railroad,

is generally about three times as large as for

forwarding goods by the river, from the fact that

on railroad shipments, both ocean and inland freight are

paid here; while on shipments by the river, it is only

the ocean freight—a comparatively small item—

20 per cent. upon which does not repay the trouble

of the commission merchant as well as 12 1/2 per cent.

on the much larger amount in the other case. The

great body of our commission merchants look upon

this scale as more favorable to the river business

than to the railroad.

The following has been handed to us by a member

of the Chamber of Commerce, and will exhibit the

state of the case at a glance:

Our commissions on forwarding 10 bbls. Sugar, weighing

say 300 lbs. each, by River, would be on following amounts:

Say: Freight from New York.....\$1 67

Drayage to boat.....25—92

Commissions at 20 per cent.....38

Our Commissions on forwarding 10 bbls. Sugar by

Rail Road, of same weight, would be on following amounts:

Say: Freight from New York.....\$1 67

Drayage to Road.....50

Freight to Goldsboro, which is the half-way station

fair, and makes the comparative statement

fair.....6 00—8 1/2

Our commissions at 12 1/2 per cent.....1 02

Thus you see, for forwarding 10 bbls. by River we get 38

cents, and by Rail Road \$1 02, and the trouble is exactly

the same either way.

Humbag.

If the Fayetteville Observer can prove from the

official documents, that any of the statements made

by us in our article upon the public lands are incor-

rect; or if it can successfully controvert the deduc-

tions drawn from a consideration of the facts in ques-

tion, then we will be pleased to stand corrected; but

until it does so, we must confess, that although char-

acteristic of the Observer, we cannot perceive either

courtesy or argument in its treatment of the subject;

neither will its pronouncing our views "humbag,"

make them so, or cause others so to regard them.—

If, by an ultra-telegraphic power of vision, the Ob-

server be able to perceive things which are not in that

article, and having thus erected a man of straw out

of the invented materials, should deem it proper and

becoming to demolish the same, why let it amuse it-

self, but it can hardly expect credit for ingenu-

ity. The trick is too clumsy and transparent. There is

nothing in our article a word about the proceeds of the

public lands being "sacredly" devoted to the pay-

ment of the public debt; although the Observer of

Tuesday says that there is. Our argument is, that

the expense of the management of the Territories

One Week Later from Europe.

The steamer Canada arrived at Halifax on Mon-

day last, 6th inst., with Liverpool dates to the 28th

ult., being one week later than previously received.

The markets for Broadstuffs, Cotton and Natal

Stores, had improved in prices and demand. See

Commercial head.

ENGLAND.—The steamer Pacific arrived out on

Tuesday, the 24th ult.

In Parliament, on Friday, Lords Clarendon and

Russell stated that the French and English ambas-

sadors were acting in concert at Constantinople,

and that the integrity of the Ottoman Empire would

be preserved. They hoped Russia would insist on

nothing incompatible therewith, but in the present

state of the question they could give no further in-

dication of the course of the British Government.

The Adelphi Theatre at Edinburgh had been burnt.

Kossuth attended a meeting of the Society of the

friends of Italy at London, but made no speech.

Mazzini had arrived in England.

O'Donohue, the Irish rebel, had escaped from Aus-

tralia, and was on his way to America.

The Queen will visit the Dublin Exhibition soon.

FRANCE.—A false report, that Russian forces had

entered Turkey, had violently agitated the Bourse.

It was stated that Napoleon had assured the Rus-

sian Minister that as much as he desired the peace

of Europe, he would not hesitate to change his policy

if Russia forced measures hostile to France and the

East.

Dispatches from the French Admiral dated Cal-

cut, April 10th, state that he was about to sail for

Gonyauk.

TRUCKY.—The news from Constantinople forbodes

trouble. The ultimatum of Russia has been refused

by the Porte, and a final answer to that effect will

be given to Menzikoff on the 20th.

The French fleet has been ordered to the Dardagel-

s, a circumstance which has occasioned great excite-

ment on the Paris Bourse.

It is believed that Napoleon has threatened to de-

clare war if Russia persists in her demands regarding

the Holy Place and the Protectorate of the Greek

Church.

SWITZERLAND.—Diplomatic relations between Swit-

zerland and Austria have been entirely broken off.

INDIA.—Affairs in Burmah were unfavorable to

British.

CHINA.—On the urgent request of the Emperor of

China, the American, French and English ships of

war in the Eastern waters have undertaken to

visit Shanghai and the mouth of the canal against

the rebels.

Furthermost very Latest Foreign News.

The following is the latest intelligence, principally

by telegraph from Paris, brought by the steamer

Canada:

TURKEY AND RUSSIA.—A despatch from Vienna,

dated the 26th of May, states that Menschikoff, the

Russian Ambassador, has left Constantinople. A

previous despatch states that the eight days given

by Menschikoff to the Sultan, to accede to the Rus-

sian ultimatum had expired without arrangement,

and that Menschikoff was then on board the steamer

preparing to leave, so that the announcement of his

departure is a probable certainty.

Redschid Paacha, the anti-Russian statesman, had

been appointed, by the Sultan, Minister of Foreign

Affairs.

A despatch from Paris, dated the 19th, states that

the Russian troops were receiving reinforcements,

and affairs were deemed very critical.

A Turkish vessel had been sent with important

dispatches to the Governor of Jerusalem and the

French consul at Jerusalem.

The French fleet is said to have received permis-

sion to enter the Dardanelles.

ENGLAND.—The English Cabinet had been sum-

moned by the Queen to deliberate on the condition

of affairs at the East, which, together with the

declaration of Lord John Russell, that Turkey should

be protected, excited much attention.

PERIA.—The Mormon elders have been expelled

from Persia.

GREECE.—It is reported at Paris that the U. S.

frigate Cumberland, with Mr. Marsh on board, has

departed from Greece for the imprisonment of

Dr. King.

INDIA.—Dates from Bombay to the 25th of April,

state that business at Calcutta was dull. Exchange

on London 24, owing to the influx of bills from Chi-

na.

Advices from Burmah to the 13th of April, state

that more British troops are wanted, with no pros-